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WONDERLAND JUNIOR.

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Northern Pacific

IS THE ONLY COMPANY

Owning and Operating

ITS OWN LINE

from

Chicago to

Helena,

Butte,

Spokane,

Tacoma,

Seattle and

Portland.

Through
Car Service
to and
from
All Points
Named.

1893

WONDERLAND JUNIOR.

This little book is compiled in order to give tourists and pleasure seekers information regarding the principal points of interest along the line of the Northern Pacific Railroad, rates, routes of excursion tickets, etc., in a condensed form. For more detailed information see the tourist book, "6000 Miles through Wonderland," "The Yellowstone National Park," "Alaska" folder, "Hotel Broadwater and Natatorium," "Natural Game Preserves of North America," and other publications.

NORTH PACIFIC COAST EXCURSION RATES.

An $80 round trip excursion ticket is on sale daily at St. Paul, Minneapolis, Duluth, Superior and Ashland, and by all eastern lines, to Tacoma, Seattle, Portland or Victoria.

ROUTES: Tacoma, Seattle, Portland or Victoria tickets good going via the Cascade Division of the Northern Pacific, returning via the Columbia River Line, or *vice versa*. This gives the tourist two routes and enables him not only to view the magnificent scenery of the Cascade Mountains and grand old Mt. Tacoma, with its glaciers and snow-crowned crest, but also takes him along the shores of the matchless Columbia River.

Portland tickets good going via either of above routes, returning via Union Pacific Railway to either Omaha or Kansas City; or to St. Paul via Union Pacific Line direct through Sioux City.

Portland, Tacoma, Seattle or Victoria tickets good going via Cascade Division or Columbia River route, returning via Canadian Pacific Railway to either Winnipeg, Pt. Arthur, St. Paul or Minneapolis.

Free side trip from Tacoma to Seattle and return will be given to holders of Portland and Tacoma tickets reading one or both ways via the Northern Pacific Railroad.

CONDITIONS: All of these tickets are limited to nine months from date of sale; good going trip 60 days to any one of the North Pacific Coast termini named, returning any time within final limit. They are non-transferable, and cannot be exchanged for return via different routes other than those over which originally purchased, neither can the limits be extended.

Stop-over privileges are granted within the above named limits.

EXCURSION RATES PORTLAND TO PUGET SOUND POINTS.

Portland to Tacoma and return	$9 00
" " Seattle " "	10 00
" " Victoria " "	14 00

In effect May 1st to October 31st inclusive.

For further information in regard to local excursion rates from Portland, call on A. D. Charlton, Assistant General Passenger Agent, No. 121 First Street, Portland, Ore.

CALIFORNIA EXCURSION RATES.

The Northern Pacific Railroad have on sale at St. Paul, Minneapolis, Duluth, Superior and Ashland round trip excursion tickets reading via the Cascade Division, Tacoma and Portland, or Columbia River route and Portland; thence via the Shasta route, or the Ocean, to San Francisco, returning same route to starting point, or by any of the southern lines to Omaha, Kansas City, Mineola or Houston at $100; to New Orleans or St. Louis at $106; to St. Paul, via any Missouri River gateway, $107.90. Tickets via the

ocean, Portland to San Francisco, include meals and berth on steamer. Similar tickets can be obtained to Los Angeles at $9.50 in addition to above rates, provided return is made through Ogden; or to San Diego, returning through Ogden, or by direct southern lines, at the same additional amount. Where tickets read going and returning via Portland and the Shasta route, Los Angeles tickets will cost $19 and San Diego tickets $29 in addition to the $100 San Francisco rate.

At the eastern termini of the southern transcontinental lines, excursion tickets will be sold, or orders exchanged, for tickets to San Francisco, returning via either the Shasta route, the all-rail line to Portland, or the Ocean, and the Northern Pacific Railroad to St. Paul, Minneapolis, Duluth or Ashland, at a rate $20 higher than the current excursion rate in effect between Missouri river points, Mineola or Houston and San Francisco, going and returning via the direct lines.

When purchasing tickets in the East or at Missouri river, passengers should be particular to designate that they desire to return via Portland and the Northern Pacific Railroad, as tickets cannot be exchanged after reaching the Pacific Coast. At Portland, should they so desire, they can take the side trip along the Columbia river to the Dalles and return at a small cost. This enables every one to see the Columbia river scenery, and also visit the Puget Sound country before crossing the Cascade Mountains.

Free side trip from Tacoma to Seattle and return (either via rail or steamer) will be given to holders of San Francisco tickets, reading in either direction via Northern Pacific Railroad.

Return coupons reading from Missouri river points to Chicago or St. Louis will be honored from St. Paul or Minneapolis, either free, or with a small additional charge, according to the route.

Limit:—Nine months: sixty days going to the first Pacific Coast common point; return any time within final limit, which cannot be extended. Stop-overs granted in either direction.

EXCURSION RATES TO MONTANA AND EASTERN WASHINGTON POINTS.

The Northern Pacific Railroad have on sale, daily, during the entire year, from St. Paul, Minneapolis, Duluth or Ashland, round trip excursion tickets, as follows:

To Springdale, Mont. (Hunter's Hot Springs) and return	$50 00
" Bozeman, Mont., and return	55 00
" Helena, " " " via N. P. R. R.	60 00
" " " " " going via N. P. R. R., returning via Great Northern Ry	60 00
To Butte, Mont., and return via N. P. R. R.	60 00
" " " " " going via N. P. R. R., returning via Union Pacific Railway to Missouri river, or direct through Sioux City to St. Paul; or returning via Great Northern Ry	60 00
To Missoula, Mont., and return	62 50
" Spokane, Wash., " "	70 00
" " " " " going via N. P. R. R., returning via Union Pacific Ry., to Missouri river, or direct through Sioux City to St. Paul, or returning via Great Northern Railway	70 00
" Medical Lake, Wash., and return	70 00

Tickets are of iron-clad signature form and require identification of purchaser at return starting point. Limit, 90 days, good going 40 days, returning 40 days, with exception of the Springdale ticket, which is limited to 40 days, good going 30 days, returning 10 days.

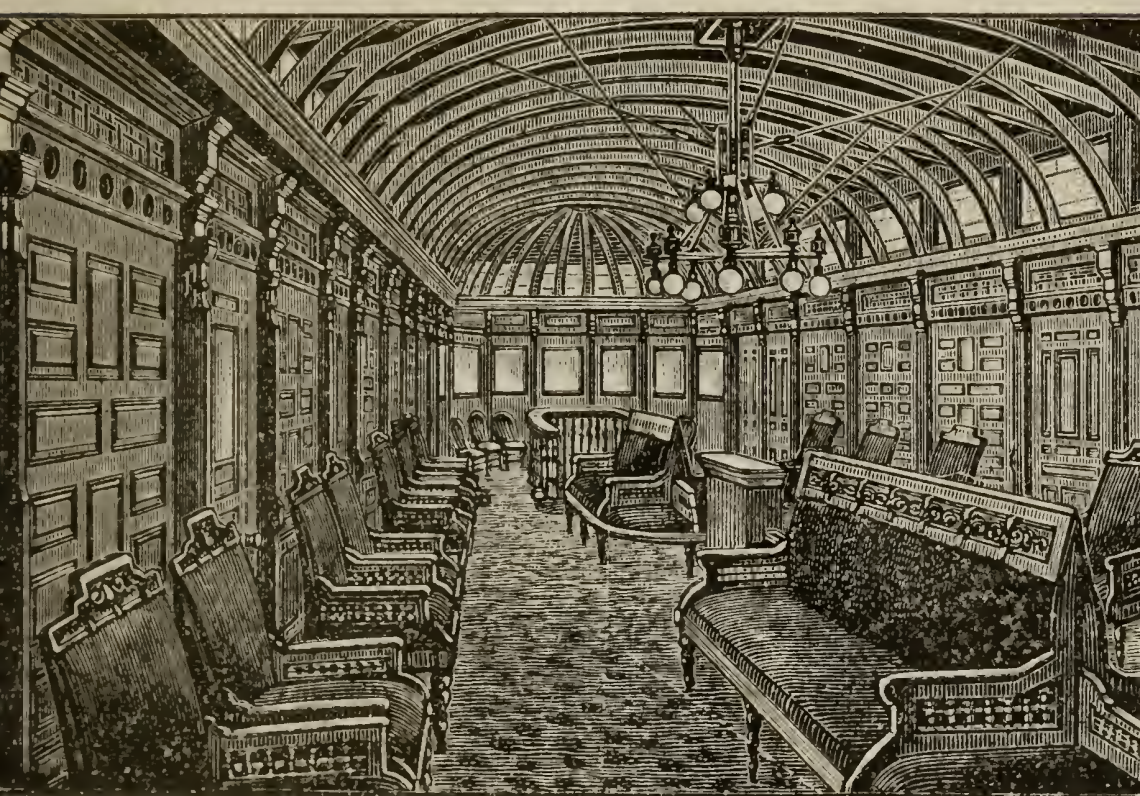
Tickets cannot be exchanged for return via different routes.

Stop-overs granted at any points within limits named.

ALASKA.

THROUGH THE INLAND PASSAGE.

Alaska is a land of unusual romantic interest, and yet it is remarkable for its solid resources and the vast stores of wealth that simply await the touch of the pioneer and capitalist to be unfolded to the light. A trip to this region reveals to the eye the grandest and most harmonious blendings imaginable of lights and shadows, mountains and val-



SALOON IN ALASKA STEAMER.

leys, water, ice and sky. Subjects are here found for the brush of the artist or the pen of the writer, such as cannot be duplicated elsewhere.

The most interesting feature of the Alaska trip to many travelers is the visit to Muir Glacier, one of the largest masses of ice yet discovered, and which far exceeds in size any similar body of ice in the European Alps. The view of this glacier, with its frowning background of mountains, is very inspiring, as the following description, by Rev. Dr. Brown of Tacoma, attests: "From the deck of our steamer we looked back upon the glacier, whose deep-toned artillery kept up its solemn salutation as we departed; vast pinnacles toppled over and became new-born icebergs; about us all the floating pinnacles of crystal—yonder rising above all the St. Elias Alps, clothed in everlasting white, but touched now with the crimson glow and glory of the setting sun—ah! it was a scene which touched every heart with awe; which spoke of God and the glories of heaven, which lives henceforth and forever in the memory of everyone who beheld it."

Tourists are referred to the Alaska folder published by the Northern Pacific Railroad (distributed free) for a description of this remarkable country, by Prof. John Muir.

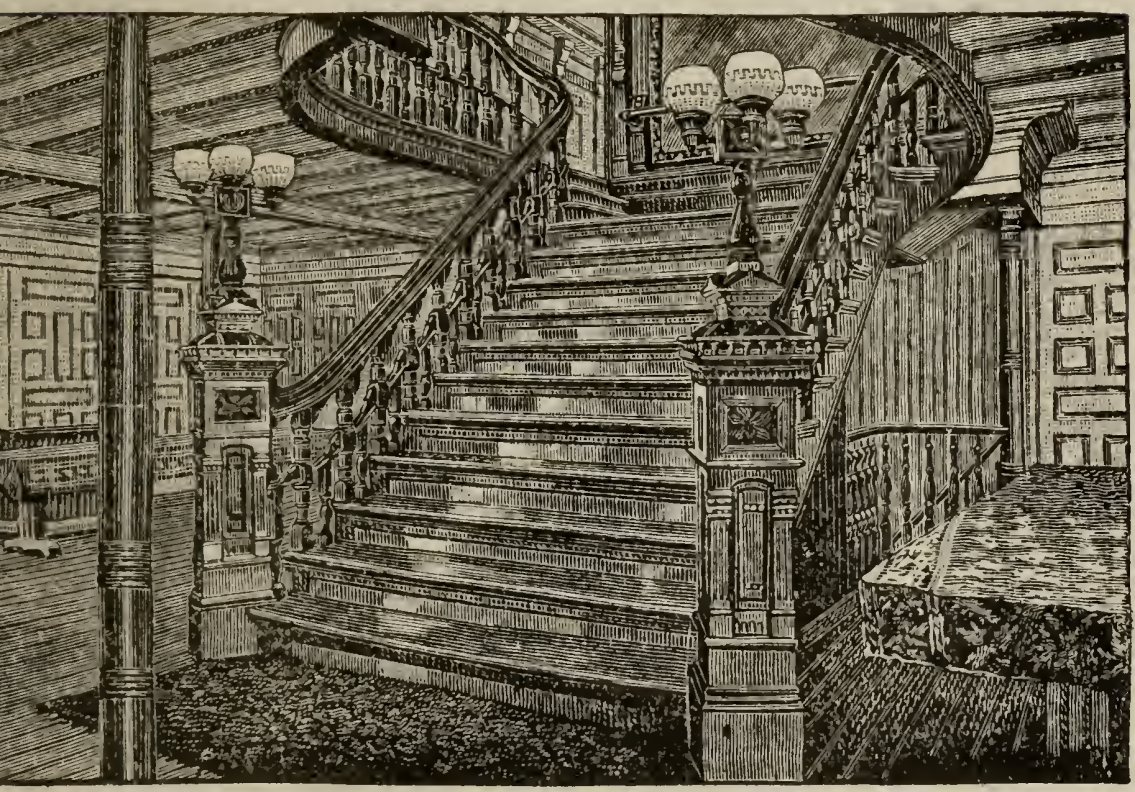
It has only been possible of late years to make the Alaska trip, but the tour has so quickly grown into popular favor that two steamers are now required to properly care for this travel.

The magnificent steamer, "Queen," will be devoted exclusively to excursion traffic. She is a large steamer (3,000 tons), 340 feet long, equipped with all modern improvements and appliances, and has accommodations for 250 passengers. This boat will start from Tacoma, calling at Seattle, Port Townsend, Victoria, Ft. Wrangell, Juneau, Muir Glacier, Sitka, etc., and will occupy about twelve days in making the round trip.

The steamer "City of Topeka" will start from Tacoma, calling at Seattle, Port Townsend, Victoria, Ft. Wrangell, Juneau, Muir Glacier, Sitka, etc. This steamer will occupy about twelve days north of Tacoma.

The following is the schedule of sailing dates:

NAME OF STEAMER.	Leave Tacoma.	Due Back.
City of Topeka	May 18.	May 30.
" "	June 2.	June 14.
Queen	June 7.	June 19.
City of Topeka	June 17.	June 29.
Queen	June 22.	July 4.
City of Topeka	July 2.	July 14.
Queen	July 8.	July 19.
City of Topeka	July 17.	July 29.
Queen	July 22.	Aug. 3.
City of Topeka	Aug. 1.	Aug. 13.
Queen	Aug. 6.	Aug. 18.
City of Topeka	Aug. 16.	Aug. 28.
Queen	Aug. 21.	Sept. 2.
City of Topeka	Aug. 31.	Sept. 12.



GRAND STAIRWAY—ALASKA STEAMER.

Steamers leave from wharf opposite Northern Pacific

Railroad passenger station, in Tacoma, about 4 A. M. on above dates.

The Steamship Company reserve the right to substitute, without notice, other steamers for those named above, if the demands of the service require it.

ALASKA EXCURSION RATES.

The Northern Pacific Railroad will have on sale at St. Paul, Minneapolis, Duluth and Ashland, May 1st to September 30th, both dates inclusive, a $175 round trip ticket to Sitka, Alaska.

Routes: Good going via Cascade Division of the Northern Pacific, returning via the Columbia River Line or *vice versa.*

Good going either of the above routes, returning via the Canadian Pacific Railroad, from Victoria, B. C., to Port Arthur, or St. Paul or Minneapolis.

CONDITIONS: Tickets limited to nine months from date of sale, good going sixty days to Tacoma, returning within final limit, holder to leave Sitka on or before October 31st. No change of route or extension of limit can be made.

Stop-overs granted in either direction.

From St. Paul, Minneapolis, Duluth or Ashland, to Sitka, cabin passage, 30 day limit	$120 00
Limited, continuous passage	110 00
From St, Paul, Minneapolis, Duluth or Ashland, to Sitka and return, cabin passage	175 00
From Portland to Sitka, Alaska	59 25
" " " " " and return	109 00
" Tacoma " " "	53 00
" " " " " and return	100 00

These rates include berth and meals on steamer after leaving Tacoma. Diagrams of the cabin accommodations of the Alaska steamers, berth lists, etc., can be found at the office of the General Passenger and Ticket Agent of the Northern Pacific at St. Paul, Minn., also with all Northern Pacific General and District Passenger Agents.

MOUNT TACOMA.

"I cannot go on without stopping here one moment to try to suggest to you the most wonderful vision of beauty and

magnificence I have ever seen on any journey that I have ever taken round the world. I am glad that nobody had spoken to me about it. I was sitting on the deck of the little steamer; and I had hardly left the harbor of Seattle before, way off against the perfect blue of the clear sky, I saw what I supposed was a cloud. I looked at it a second time, because it seemed to me that its outlines were a little too definite and that they retained their shape too long for a cloud. I looked, and looked again, until at last it took shape, and not settled, but reached down to the earth at my feet; I found myself gazing upon the grandest mountain upon which my eyes have ever looked,—Mount Tacoma. Most mountains, as you know, we only partly see. If you wish to see Pike's Peak, for example, you must go to Colorado Springs; and there you are half the height of the peak from the sea before you see it at all, and then it is surrounded and hidden by foot-hills, so that it is only a little of the top that is visible Imagine a mountain that is 14,444 feet high, twice the height Mount Washington, standing alone, unhidden by any foot-hills to take away from its dignity, so that, as you sit on the deck of the steamer, you see all its mighty bulk from the water up, lofty, white, glistening forth against the perfect sky. I do not know of any other mountain that can be seen in precisely this way, and I thanked God for "the strength of the hills," for the suggestions of magnificence and power. If I never see it again, that vision of might, of loftiness, of beauty will go with me as an inspiration, something to make me feel the greatness of God as almost nothing else upon which my eyes have looked."—*Rev. Minot J. Savage.*

ALTITUDE OF MOUNTAINS ON PACIFIC COAST

Tacoma, Wash	14,444 ft.	Tyndall, Cal	14,385 ft.
Mt. Shasta, Cal	14,442 "	Williams, "	14,500 "
St. Helens, Wash	9,750 "	Kaweah, "	14,000 "
Adams, "	9,570 "	Gardner, "	14,000 "
Constance, "	7,777 "	Brown, '	13,886 "
Hood, Ore	11,225 "	Baker, Wash	10,800 "
Scott, "	8,500 "	Jefferson, Ore	9,020 "
Thielson, "	9,250 "	Mt. La Perouse, Alaska	10,000 "
Diamond Peak, Ore	5,595 "	Mt. Crillon, Alaska	16,000 "
Pitt, Ore	9,265 "	Mt. St. Elias, "	15,327 "
Whitney, Cal	15,088 "		

NOTICE.

ALL RATES QUOTED and arrangements referred to in this book are subject to change or cancellation without further notice (interstate rates excepted), as the necessities of the business may require.

Yellowstone National Park.

SEASON OF 1893—JUNE 1st TO OCT. 1st.

The Yellowstone National Park embracing an area of 55 miles in width from east to west, and 65 miles in length from north to south, or about 3,575 square miles, situated in the Rocky Mountain chain, was set aside by act of the United States Congress of 1872, and devoted in perpetuity to the use and pleasure of the people as a National Park.

EXCURSION RATES.

$130 TICKETS.

On sale at St. Paul, Minneapolis and Duluth, Minn.; Ashland, Wis.; Portland, Ore., and Tacoma, Wash., May 29th to September 28th; by Eastern lines, May 28th to September

27th, covers the expenses of the round trip from St. Paul, Minneapolis, Duluth, Ashland, Portland or Tacoma, to and through the Park, including Yellowstone Lake. This includes railroad fares, one double berth in Pullman Sleeping Car, meals in Northern Pacific Dining Cars, and at Hotel Albemarle, Livingston, stage transportation for the round trip through the Park with stop-over privileges, and accommodations for six and one-quarter days' at the Park Association hotels.

LIMIT AND CONDITIONS OF TICKETS.

Limit of ticket, forty days ; *i. e.*, good going thirty days, returning ten days. All tickets, however, must be used in the Park before October 6th.

Stop-overs will be allowed within final limit of ticket at Billings or any point east thereof, when purchased at St. Paul, Minneapolis, Duluth, or east, or Helena and points west, when ticket has been purchased at Portland or Tacoma. The return portion of ticket must be signed and stamped at Mammoth Hot Springs Hotel, and presented on main line train for return passage within one day from such date.

$12.50 AND $60 TICKETS.

On sale at Livingston, Mont., May 31st to September 30th, and at eastern and western termini from May 29th to September 28th.

The $12.50 Ticket includes railroad and stage fares Livingston to Mammoth Hot Springs and return, and one and one-quarter days' board.

The $60 Ticket includes railroad and stage fares Livingston to Cinnabar and return, stage Cinnabar to Mammoth Hot Springs, Norris, Lower and Upper Geyser Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone and return, and six and one-quarter days' board at the Park Association hotels.

Limit.—Good if used between June 1st and October 6th, inclusive.

No stamping of these tickets required at any point in the Park.

A $50 Round Trip Ticket, St. Paul, Minneapolis, Duluth or Ashland to Livingston and return, will be on sale

at points named, May 29th to September 28th. Limit forty days, good going thirty days, returning ten days. The return portion of ticket must be signed and stamped at Livingston and presented on train on or within one day of such date. Stop-over allowed within limit of ticket.

TIME REQUIRED TO MAKE THE ROUND TRIP TO YELLOWSTONE NATIONAL PARK,

INCLUDING SIX AND THREE-FOURTHS DAYS SOUTH OF LIVINGSTON.

From St. Paul, Minneapolis or Duluth, Minn	10	days.
" Portland, Ore	10	"
" Tacoma, Wash	10	"
" Chicago and St. Louis	12	"
" New York and Atlantic Coast Cities	15	"
" San Francisco, Cal	15	"
" Liverpool, England	29	"

MAIN LINE TRAIN SERVICE.

During the season of 1893 the Northern Pacific Railroad will have in daily operation two transcontinental trains between eastern and western terminals, both equipped with complete service of sleeping and dining cars.

PARK BRANCH TRAIN SERVICE.

SOUTH BOUND.—The Park branch train will leave Livingston at 9:15 A. M., arriving at Cinnabar, the terminus of the railroad, seven miles from Mammoth Hot Springs, at 11:10 A. M.

NORTH BOUND.—The Park branch train will leave Cinnabar at 3:15 P. M., arriving at Livingston at 5:10 P. M.

SLEEPING CAR RESERVATIONS.

Communications for berth reservations should be addressed to Chas. S. Fee, G. P. & T. A., St. Paul, Minn., for trip St. Paul to Livingston; to A. D. Charlton, A. G. P. A., 121 First Street, Portland, Ore., for trip Portland to Livingston, and to G. G. Chandler, General Agent, 621 Pacific

Ave., Tacoma, Wash., for trip Tacoma to Livingston. Explicit information should be given in regard to accommodations required, date and train.

The superintendent of the Yellowstone Park Association Hotel at Mammoth Hot Springs acts as agent of the Northern Pacific R. R. during the Yellowstone Park season, and as such will be pleased to reserve for tourists, without charge for telegraphic service, Pullman Sleeping Car accommodations, to be taken at Livingston on the return trip from the Park, either east to St. Paul or Minneapolis, west to Tacoma or Portland, or to intermediate points as may be desired.

HOTEL ACCOMMODATIONS.

The Yellowstone Park Association conducts the hotels in the Park under franchises issued by the United States government, and after a large expenditure of money offers the following accommodations to tourists, with a service of high standard:

At Mammoth Hot Springs: A large hotel, with steam heat and electric light, located within easy walking distance of the Hot Springs. Accommodations for 250 tourists.

At Norris Geyser Basin: A lunch station for the accommodation of tourists, located within a few minutes' walk of the geysers and pools, and two miles from Virginia Cascade on the road to the Grand Canon of the Yellowstone.

At Lower Geyser Basin: The hotel at this point is located near the Fountain Geyser and Mammoth Paint Pots; has steam heat, electric light, and hot mineral baths, the medical properties of which are, as stated by eminent medical and scientific men, to be found in but one other hot spring in the world. Accommodations for 250 tourists.

At Upper Geyser Basin: A lunch station located near Old Faitful Geyser.

Thumb of Yellowstone Lake (Larry's): A lunch station under canvas.

Outlet of Yellowstone Lake: A steam heated and electric lighted hotel of 75 rooms, with hot and cold bath facilities, and located on the shore of the lake, one mile from the

mouth of the river, where the trout for which the Yellowstone Lake is noted can be readily brought to the surface with hook and line. The Natural Bridge is about two miles west of the hotel. Accommodations for 125 tourists.

Grand Canon and Falls of the Yellowstone: A hotel located within easy distance of the Great Falls and the numerous points of interest along the brink of the Canon. Steam heat, electric light, hot and cold baths. Accommodations for 250 tourists.

Rate in all hotels, $4 per day.

Rate in all hotels after the expiration of 10 days, $3 per day.

Children over five years of age and under twelve, accompanied by parents or other persons in charge, will be granted half rates locally in the Park for hotels and transportation. Tickets will be sold on this basis at the Livingston ticket office of the Northern Pacific Railroad.

Telegraphic Communication has been established between all stations in the Park and Mammoth Hot Springs Hotel, and by means of the Western Union Telegraph Company, messages can be sent from any of the Association Hotels to any part of the world.

TRANSPORTATION.

The transportation in the Park is the best obtainable. The stages, all new and in thorough repair, are the easiest riding and most substantial wagons in existence. They are made by the world-renowned firm of Abbott Downing Co., Concord, N. H. Horses are selected with due regard to their fitness for the work, and all drivers are sober, competent and courteous.

This stage trip is a most enjoyable one and nearly the only one to be found in the United States to-day. With its twin companion, the buffalo—always in the lead of immigration—it has at length found a safe retreat in the great wonderland.

SCHEDULE IN THE PARK

OF THE $130 AND $60 TICKETS.

First Day.—Leave Livingston at 9:15 A.M., arrive Cinnabar 11:10 A. M.; leave Cinnabar 11:15 P. M., arrive Mammoth Hot Springs Hotel 1:10 P. M., taking lunch, dinner and lodging.

SECOND DAY.—Breakfast. Leave Mammoth Hot Springs at 8:00 A. M., arriving at Norris at noon for lunch; leaving at 1:30 P. M., and arriving at Fountain Hotel, Lower Geyser Basin, at 5:30 P. M., for dinner and lodging.

THIRD DAY.—Breakfast at Fountain. Leave for Midway and Upper Geyser Basin 8:00 A. M. Lunch at Upper Geyser Basin. Dinner and lodging at Fountain Hotel.

FOURTH DAY.—Breakfast at Fountain. Leave for Thumb of Yellowstone Lake at 7:00 A. M.; Lunch at Larry's; leave the Thumb after lunch for Yellowstone Lake Hotel at Lake outlet. Dinner and lodging.

FIFTH DAY.—Breakfast at Yellowstone Lake. Leave for Grand Canon, 9:30 A. M.; arrive Grand Canon 12:30 P. M. Dinner and lodging.

SIXTH DAY.—Breakfast. Leave Grand Canon 10:00 A. M., arrive Norris 12:30 P. M., Lunch; leave Norris 2:30 P. M., arrive Mammoth Hot Springs, 6:30 P. M. Dinner and lodging.

SEVENTH DAY.—Breakfast and lunch. Leave Mammoth Hot Springs at 1:20 P. M., arrive at Cinnabar 3:05 P. M.; leave Cinnabar 3:15 P. M., arrive at Livingston 5:10 P. M.

NOTE.—The Railroad Company and the Yellowstone National Park Transportation Company reserve the right to vary from this schedule as the demands of their business may require.

The Transportation Company when so requested the night previous to departure of stage from Mammoth Hot Springs, will endeavor to seat persons, or parties of six, eight, or ten in same vehicle for the trip. When an entire party occupying a stage wish to lay over a day at any given point in the Park where hotel accommodation is furnished, they can do so without extra charge for transportation, resuming their trip the following day with same stage and driver.

IMPORTANT NOTICE.

THE TRANSPORTATION COMPANY has completed arrangements whereby holders of the $60 or $130 tickets can stop over at stations in the Park, south of Mammoth Hot Springs, at their pleasure and for such length of time as the limit of their rail tickets (from 40 to 120 days) may permit, without

EXTRA CHARGE for transportation, provided immediate notice of their desire to stop over is given to the Hotel Superintendent at the point where the lay-over is to be made.

TRANSPORTATION RATES.

For the accommodation of tourists who prefer visiting the different points of interest at the Upper Geyser Basin and Grand Canon in carriages or on horseback, or for drives around Mammoth Hot Springs, also for the trip from Grand Canon to Mammoth Hot Springs by trail over Mount Washburn via Yancey's with its magnificent scenery, and from Grand Canon to Mount Washburn and return, the following rates are made for the saddle horses, guides and carriages kept at these points for that purpose:

For one guide with his own saddle horse, $5 per day.

For one pack horse, $1.50 per day.

For one saddle horse or pony, $1 first hour, 50 cents each subsequent hour, or $2.50 per day.

For two-horse carriage and driver accommodating three people, $4 first hour, $2 each subsequent hour, or $10 per day.

The Transportation Company furnish all meals and lodgings for drivers and guides, and all hay and grain and expenses for all stage and saddle horses.

FISHERMAN'S PARADISE.

For beautiful scenery, cold mountain streams, accessibility, for an abundance of trout, hard and gamy, the vicinity of Yancey's, near the petrified trees, 20 miles from Mammoth Hot Springs, we commend to all lovers of sport.

BAGGAGE.

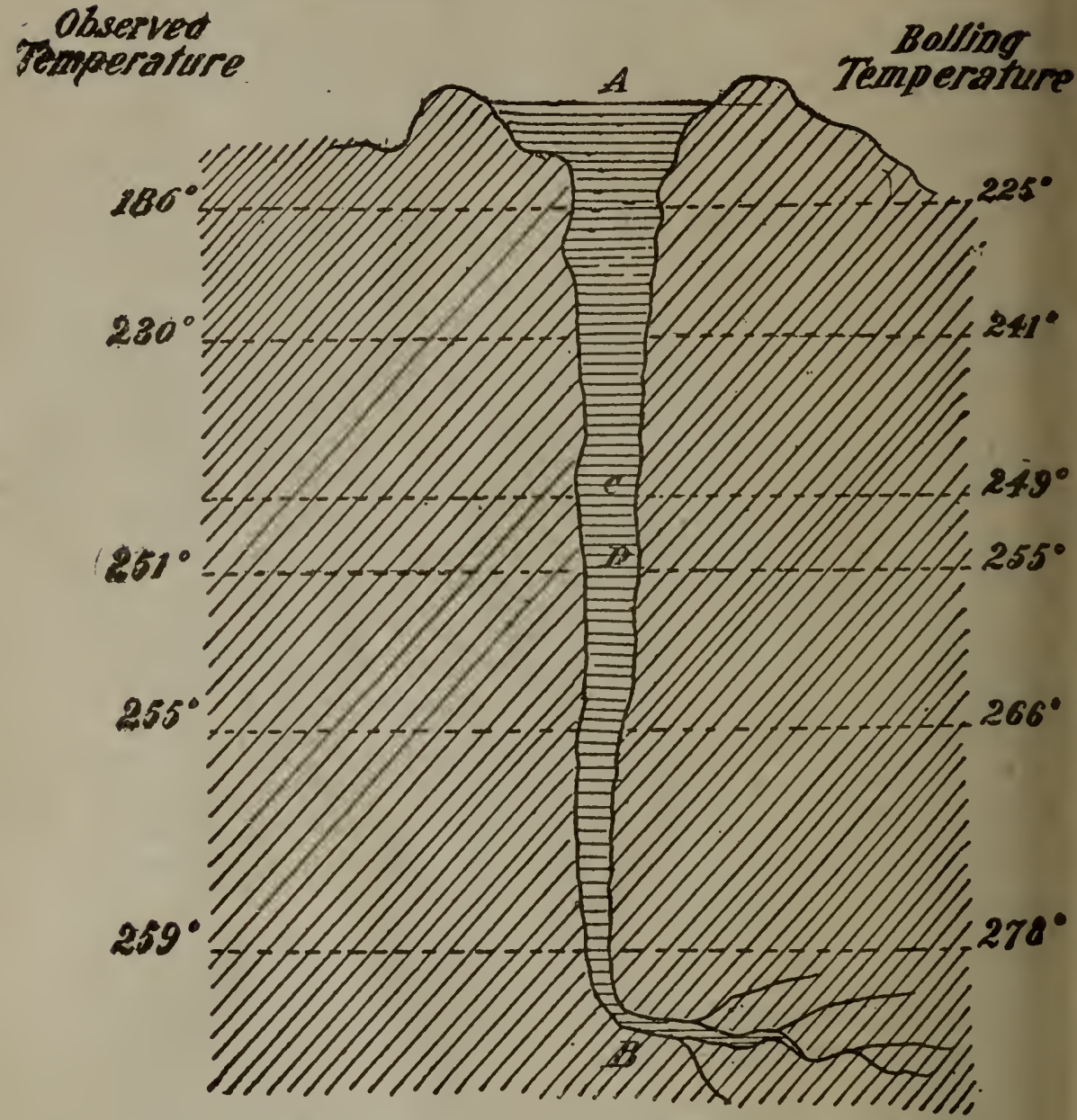
For one trunk between Cinnabar and Mammoth Hot Springs, 50 cents. Valises, grips, etc., carried free. Twenty-five pounds baggage, carried on stages through Park, free.

GEYSERS AND HOT SPRINGS.

The lowest elevation of any of the valleys of Yellowstone Park is 6,000 feet above the sea, and several of them are from 1,000 to 2,000 feet higher. The whole area of the park is one vast volcanic plateau, with mountain ranges hemming it on every side, whose mighty peaks are from 10,000 to 12,000 feet high. Most notable of these mountains are the Absarokas (so called from the Indian name of the Crow Nation), which form the eastern barrier of the Park. Along the base of the Absarokas and elsewhere in the park are evidences of tremendous and repeated volcanic activity whose dying energies find form in the geysers and thermal springs. There are probably fifty geysers in Yellowstone Park throwing columns of water to varying heights, and from 8,000 to 10,000 hot springs depositing either silica or lime. Fifteen of the largest geysers in the world are those of the Upper Geyser Basin, each of them throwing streams of water from one hundred to three hundred feet high.

The most commonly accepted theory of geyser action at the present time is that promulgated by Prof. Bunsen of Germany, and indorsed by Prof. Tyndall, the noted English Physicist. Bunsen's theory supersedes the older ideas which attributed geyser eruptions to chemical or mechanical action, such as the plicating or uplifting of rocks; or to the accumulation of steam in underground caverns. His idea is that the eruptive force is generated in the tube itself. Water boils in the air at 212°, but the lower we descend in the geyser tube the more heat is necessary to bring it to the boiling point. For instance, at a depth of about forty-five feet (point "C"), the boiling temperature is 249°. This is owing

to the atmospheric pressure at that depth, or in other words, to the pressure or weight of the column of water resting on the water at this point. There is no one point or depth in the tube where the actual temperature reaches the boiling point at that same depth. The nearest approach to it is at



point "D," a few feet lower than "C," but less than midway between the top and bottom of the tube. Bunsen found that the temperature of the water did not become equalized by the circulation of ascending and descending currents, owing to irregularities, contractions and bendings in the tube. He also found that at certain intervals of time there was a sudden accession of extremely hot water,

flowing into the bottom of the tube, which, coming in volume and suddenly, lifts the entire mass of water above. The temperature of the water at "D" is 251°. It will not, however, burst into steam at that depth unless it is heated to 255°. But when the water at "D" is suddenly lifted to "C," where the boiling temperature is only 249°, it quickly flashes into steam, as does all the water above it, for the same reason, and the eruption takes place. The action of all geysers tend to support this theory, and it has furthermore been proven by experiment that eruptions may be caused in this manner.

The following table is a record kept of the eruptions of the largest geysers in the Midway and Upper Geyser Basins. While the action and intervals of these geysers very often change, this record may be considered as approximately in accordance with the conditions at the present time:

Name.	Height ft.	Intervals of Eruption.	Duration.
Excelsior	300	Irregular	28 min.
Old Faithful	150	65 minutes	4 "
Bee Hive	200	10 to 30 hours	8 "
Giantess	150	14 days	12 hrs.
Lion	60	24 hours	8 min.
Lioness	80	Irregular	10 "
Cub	12	Frequent	20 "
Surprise	100	Irregular	2 "
Spasmodic	40	Irregular	20 "
Sawmill	35	Very frequent	30 "
Grand	200	15 to 20 hours	30 "
Turban	40	Following the Grand	20 "
Riverside	100	8 hours	15 "
Mortar	60	8 hours	6 "
Fan	70	8 hours	10 "
Artemisia	150	Irregular	10 "
Atomizer	20	Irregular	10 "
Soda	50	5 minutes	1 "
Grotto	30	4 hours	30 "
Giant	250	6 days	90 "
Oblong	80	8 hours	4 "
Splendid	200	3 hours every other day.	10 "
Comet	60	Irregular	5 "
Castle	150	24 to 30 hours	25 "
Mud	30	Irregular.	5 "
Cliff	100	Irregular	8 "
Lone Star	75	40 minutes	10 "
Chinaman	40	Irregular	2 "

It is quite likely that in the not distant future Yellowstone National Park will be as widely noted for the medicinal virtues of its hot springs, as it is now known for varied and magnificent scenery. Waters from its various springs have been analyzed with great care, and it may be stated that no other springs in the United States present as important a combination of salts in solution as those of Yellowstone Park.

The following extracts from the pen of Mr. Walter H. Weed will convey an idea of the most important properties of the springs in this remarkable region:

"From a therapeutic standpoint, the analysis of Hot Springs waters from the Yellowstone may be grouped as calcareous, alkaline-silicious, acid and sulphurous.

The former comprising the hot water of Mammoth Hot Springs are highly charged with carbonate of lime, which they deposit, on exposure, in the form of travertine. They resemble in composition the waters of Carlsbad, as will be seen by a comparison of the analysis of the two waters. For bathing purposes they are less agreeable, and probably less beneficial, than the alkaline waters of the Geyser Basins.

"These latter waters are generally highly charged with alkaline salts,—sodium chloride and sodium carbonate, together with silica, being the chief constituents; but there is usually present also a small amount of sodium borate, also sodium arseniate, the latter a most valuable therapeutic agent in a variety of diseases. The luxury of bathing in these waters must be indulged in to be appreciated. The extreme softness of the water, and the delightful freshness which one notices after the bath, render the use of the water a great pleasure. In New Zealand, where a water almost identical in composition (save that it lacks the arsenic), has been used for several years, this type of water has been found most beneficial in the treatment of gout, rheumatic troubles and sciatica.

"In France the curative properties of water carrying arsenic in solution are fully recognized, especially for the cure of certain forms of nervous and skin diseases. While the Yellowstone waters contain a little less arsenic than those of the French springs at La Bourboule, there is no reason to doubt their usefulness for similar diseases.

"The acid waters, carrying free hydrochloric acid, are less numerous in the park, but many springs of this character are found at the Norris Geyser Basin. Such waters have achieved a considerable reputation in New Zealand as a tonic and alterative, particularly in diseases of the liver and in functional troubles of females. They also exert a powerful effect upon the body in all skin diseases, but are probably less useful than the sulphurous waters in such cases. Excellent examples of the latter type are found at the Norris Basin and elsewhere in the Park."

At the present time the springs are used for bathing purposes only at the Fountain Geyser Hotel.

CLIMATE AND TEMPERATURE.

There are really no intensely hot summer days. Visitors should wear woolen underclothing, and take with them rubber coats and overshoes, heavy overcoat, colored eye glasses, etc.

July	—Sunrise,	55°;	Midday,	77°;	Sunset,	69°;	Mean,	67°.
August	"	50°;	"	79°;	"	66°;	"	65°.
September	"	41°;	"	66°;	"	58°;	"	55°.
October	"	41°;	"	57°;	"	52°;	"	50°.

LAWS—WARNING.

Persons visiting the Yellowstone National Park should bear in mind that the killing of game, or destruction, defacing, or removal of any natural object of interest, however small, is expressly forbidden by law, any violation of which will be punished by fine or imprisonment or both. To avoid trouble, not even the smallest piece of "formation" or petrifaction should be removed.

ALTITUDES IN THE YELLOWSTONE PARK.

Sphinx	10,880 ft.	Lower Geyser Basin	7,252 ft.
Emigrant Peak	10,629 "	Middle Geyser Basin	7,240 "
Electric Peak	11,125 "	Upper Geyser Basin	7,330 "
Mt. Evarts	7,600 "	Yellowstone Lake	7,721 "
Bunsen's Peak	9,500 "	Grand Canon Falls	7,710 "
Mammoth Hot Springs	6,387 "	Mt. Washburn	10,340 "
Quadrant Mountain	10,127 "	Dunraven Peak	8,867 "
Norris Geyser Basin	7,530 "	Grand Teton, Idaho	13,691 "
Gibbon River Canon	7,350 "		

MINNESOTA AND NORTH DAKOTA SUMMER RESORTS.

Excursion Rates.—Tickets on sale May 1st to September 30th, inclusive. Good to return on or before October 31st.

St. Paul or Minneapolis to Glenwood (Lake Minnewaska) and return	$5 25
St. Paul, Minneapolis, Duluth or Superior to Battle Lake and return	7 50
St. Paul, Minneapolis, Duluth or Superior to Fergus Falls and return	7 50
St. Paul, Minneapolis, Duluth or Superior to Perham and return	7 75
St. Paul, Minneapolis, Duluth or Superior to Detroit Lake and return	9 15
St. Paul, Minneapolis, Duluth or Superior to Minnewaukan (Devils Lake) and return	18 65
St. Paul, Minneapolis, Duluth or Superior to Winnipeg, Man., and return	22 50
Ashland, Wis., to Battle Lake and return	9 00
" " Fergus Falls " "	9 00
" " Perham " "	9 25
" " Detroit Lake " "	10 65
" " Minnewaukan and return	20 15
" " Winnipeg, Man., and return	22 50

Tickets good going to Minnesota resorts one day (from Ashland two days), to Minnewaukan, N. D., and Winnipeg, Man., two days from date of sale. Return limits the same.

LAKE MINNEWASKA.

GLENWOOD, MINN.

This beautiful body of water is located on the Little Falls & Dakota Railroad branch, reached from the main line via Little Falls. It is 12 miles in length, 4 miles in width, and has a shore line of about 40 miles. Its shores are sandy, with a pebbly beach, most of which are lined with a beautiful border of timber. The waters are cold and clear as crystal, being fed by numerous springs, and are stocked with all the varieties of game fish to be found in the

Northern lakes, such as bass, pike, whitefish, pickerel, etc. A smooth carriage road runs along the water's edge, affording a delightful pleasure to all desiring to visit the points of interest near by. Numerous pleasure boats can be hired at small cost. The hotel accommodations are good, rates being $1.50 to $2.00 per day or $8 to $10 per week.

BATTLE LAKE, MINN.

Situated in the midst of the famous Lake Park region of Minnesota, on the Northern Pacific, Fergus & Black Hills branch, is Battle Lake, reached from the main line via Wadena. The waters are well stocked with whitefish, bass, pike, pickerel, etc., and afford excellent sport to all lovers of the rod. A boat house is situated on the shore of the lake, where good boats, bait, etc., will be furnished visitors; also guides when desired.

Within a radius of five miles, some seventeen lakes can be plainly seen. Beautiful drives lead in every direction, affording an excellent opportunity to view this lovely region. The hotel accommodations are good, there being two hotels at this point, built with special reference to summer visitors.

DETROIT LAKE.

Detroit Lake is the centre of a notable group of waters which afford some of the finest black bass fishing in the Northwest. These lakes, numbering fifteen or more, are all located within a few miles of each other, in the midst of a beautiful country where gently sloping hills and green woods greet the eye on every hand.

Detroit Lake itself is a beautiful sheet of water, having a shore line of thirty-seven miles, along which is an excellent hard gravel road shaded by oak, hard maple and other varieties of trees. A canal with locks connects Detroit with Lakes Sally and Melissa, along whose wooded shores are dozens of summer cottages that are occupied during the summer and fall season by visitors from a great many of the large eastern cities. Steamboats make the tour of the lakes every day, and the excellent roads throughout this locality afford excellent driving.

MAP OF THE YELLOWSTONE NATIONAL PARK.
REFERENCES.
Stage Roads.
Wagon ''
Trails.
Geyser Formation.
SCALE
1 0 1 2 3 4 5 6 7 8 9 10 Miles.
MONTANA
WYOMING
IDAHO
GALLATIN RANGE
ELECTRIC.
11,125 PK.
SEPULCHRE MT.
Cinnabar on N.P.R.R.
6300
SHEEP MT.
Hotel
Mammoth Hot Sprs.
MT. EVARTS
7600
GARNET HILL
Yellowstone
BUNSEN PK.
SHEEPEATER CLIFFS
QUADRANT MT.
10127
BELLS PK.
10331
Swan L.
Barronette Bridge
Yancey's Camp
JUNCTION BUTTE
PETRIFIED FORESTS
BISON PK.
9036
MT. LONGFELLOW
MT. STEPHENS
9633
Tower Falls
150
FRANK THOMSON MT.
9300
FOSSIL FORESTS
MT. NORRIS
10019
Soda Butte Cabin
Appolinaris Spr.
Crystal Spr.
OBSIDIAN CLIFFS
Lake of the Woods
Beaver L.
Grizzly L.
MT. HOLMES
10,578
Rosa L.
Twin L.
AMETHYST MTN.
9423
BISON SUMMIT
9000
MT. WASHBURN
10340
DUNRAVEN PK.
8867
Madison R.
Hotel
Norris Fork
Virginia Cascade
YELLOWSTONE RIDGE
Lookout Pt.
Hotel
Grand Canon
Falls 200
NORRIS GEYSER BASIN
7530
ELK PARK
Crystal Falls
84
Lower Falls 350
Upper Falls
140
MT. SCHURZ
8000
JOHNSON PK.
Gibbon Paint Pots
Violet Springs
HAYDEN VALLEY
SULPHUR MTN.
Gibbon Canon
Gibbon Falls
Antelope
Mud Sprs. and Geysers
PELLICAN HILL
9,500
Madison River
SULPHUR HILLS
Marys L.
MUD GEYSER
Falls 46
Firehole
CLIFFS
MT. CRITTENDEN
10190
Queens Laundry
Hotel
LOWER GEYSER BASIN
ELEPHANTS BACK
Hotel
Concretion Cove
Turbid L.
9500
TWIN BUTTES
Carleton L.
MIDWAY GEYSER BASIN
EXCELSIOR GEYSER
Fairy Falls
250
HELLS HALF ACRE
Storm Pt.
Marys Bay
Steamboat Pt.
Pelican Roost Id.
Stevenson Id.
LAKE BUTTE MT.
Natural Bridge
Bridge Bay
CONTINENTAL DIVIDE
Sylvan MT. HOYT
10473
Shoshone Pt.
Bluff Pt.
Mystic Falls
UPPER GEYSER BASIN
7350
Old Faithful
Falls 125
Hotel
Keplers Cascade
LONE STAR GEYSER
8350
NORRIS PASS
Hot Spr. Pass
Grants Pass
Lake View
Two Ocean Pond
Lunch Sta.
WEST BAY
Carrentons Id.
OR THUMB
YELLOWSTONE
Dot Id.
Clough Pt.
Park Pt.
Franks Id.
LAKE
Delusion L.
Signal Pt.
SIGNAL HILLS
GRIZZLY MT.
MT. DOANE
10,713
MT. STEVENSON
BRIMSTONE BASIN
MT. LANGFORD
10779
10420
ROCKY MTN. DIVIDE
BEAR PARK
Shoshone L.
SHOSHONE GEYSER BASIN
Madison L.
Flat Mt. Finger
FLAT MT.
9200
SOUTH FINGER
SOUTH EAST FINGER
8000
MT. HURPHEYS
Molly Id.
Peales Id.
Paint Pots
RED MT.
GEYSER BASIN
9771
Lewis L.
HEART L.
7480
RED MTN. RANGE
MT. SHERIDAN
10,385
ROCKY MTN. DIVIDE
10725 MT. FORUM.
MT. TURRET
11142
Falls 40
Falls 70
MT. HANCOCK
Falls 80
Snake R.
Hot Sprs.
6960
Bridger L.
POOLE BROS., CHI.
MAP OF THE YELLOWSTONE NATIONAL PARK AND SURROUNDING COUNTRY.
TO PAC. COAST
Helena
Bozeman
LIVINGSTON
Chicory
MONTANA
CINNABAR
Sphinx
Clark's Fk. Mines
Hotel
WYO.
YELLOWSTONE NAT. PARK
Yellowstone L.
Shoshone L.
IDAHO
1993

In addition to small and big mouthed bass, pike and other varieties of fish live in these waters in large numbers. In the hunting season pheasants, prairie chickens and multitudes of ducks attract the sportsman. The Hotel Minnesota at Detroit contains about 100 rooms, and affords excellent accommodations to its patrons. It is convenient to the lake; is lighted by electricity, and heated by steam. Rates, $2 per day; per week, $10 to $14. The Fair Haven House, on Lake Sally, is capable of caring for 65 people. The accommodations are good, and provision is made for the needs of sportsmen. A daily stage will be run during the tourist season between the Northern Pacific depot and this hotel.

BRULE RIVER AND PIKE LAKE.

At the crossing of the Brule River by the Wisconsin Division of the Northern Pacific Railroad, 36 miles west of Ashland, Wis., is found some of the finest trout fishing in the Northwest. The river averages about 100 feet in width. Its waters are clear and cold, with high ground on either side. The best trout fishing on the river commences about six miles above and extends eight miles below the railroad crossing, in this distance there being a number of small rapids. The trout in this stream reach a large size, catches of three and four pound fish being very common. An ordinary day's fishing on the river is 150 fish for two rods. There is a good hotel at Brule, where special facilities are afforded to sportsmen.

Pike Lake, Wis., 25 miles west of Ashland, is a summer resort. The lake furnishes very fine bass, pike and pickerel fishing. The surrounding country abounds in game of various kinds. Good hotel accommodations.

DEVILS LAKE.

MINNEWAUKAN, NORTH DAKOTA.

Minnewaukan, North Dakota, is located at the west end of Devils Lake, on the Jamestown & Northern branch of the Northern Pacific Railroad.

Devils Lake, North Dakota's inland ocean, is a vast body of salt water, closely resembling the ocean both in appear-

ance and taste. It is about 45 miles in length, and in width varying from a few hundred yards to 7 miles. The shores of the lake are exceedingly picturesque, extending 230 miles. They are well wooded and sloping gently to the water, present many points of special beauty. Numerous islands and promontories add greatly to the general effect. The air is dry and the temperature equable.

Fishing and hunting at Minnewaukan is exceptionally fine, as the large number who have visited this new resort of the North during the last few years can testify.

Good hotel accommodations.

PLEASURE AND HEALTH.

Among the large number of resorts along the line of the Northern Pacific Railroad that have attained more than a local reputation on account of the virtue of their waters, the natural beauty of the surrounding scenery, or the attractions they hold out to pleasure seekers and sportsmen, the following are the most prominent:

HUNTER'S HOT SPRINGS.

These springs are situated at the foot of the Crazy Mountains, two miles from Springdale, Mont. Their waters are remarkable for the amount of mineral salts held in solution. They discharge at the rate of 1,500 gallons per minute. Their temperature ranges from 148 to 168 degrees Fahrenheit, and they are well known as containing medicinal properties for the cure of rheumatism, gout, neuralgia and all blood and skin diseases.

The best of accommodations are afforded guests, and the house is open to visitors the year around. There are in use 3 plunge baths, 14 by 18 feet, 16 tubs and 3 vapor baths, which are the only ones known where the vapor arises entirely by natural heat. For use during the summer months there is a swimming bath, 105 by 105 feet.

Round trip tickets are on sale during the entire year at the eastern terminals of the Northern Pacific Railroad to Springdale, at rate of $50. These tickets are limited to forty days; good going thirty days, returning ten days.

The hunting in the surrounding mountains and the trout fishing in the Yellowstone River are unexcelled. Rates at the hotel are $3 per day, $15 per week, or $50 for four weeks. These charges include the use of baths. Transfer from Springdale to the springs, $1 for the round trip.

FERRIS HOT SPRINGS.

The Ferris Hot Springs are located in the beautiful Gallatin Valley, at a point just six miles distant from the city of Bozeman. Visitors are met at the latter point by vehicles which quickly take them to the springs. The thermal waters of these springs are, according to the analysis of competent chemists, identical with those of the more famous Carlsbad Springs of Germany. A comfortable hotel has lately been built for the accommodation of the large number of guests who seek this resort for the recognized healing qualities of its waters.

Round trip excursion tickets are on sale during the entire year from St. Paul, Minneapolis, Duluth or Ashland, to Bozeman, Mont., and return at rate of $55. Tickets are good for ninety days; going limit forty days, return forty days. Stop-overs are allowed within these limits.

WHITE SULPHUR SPRINGS.

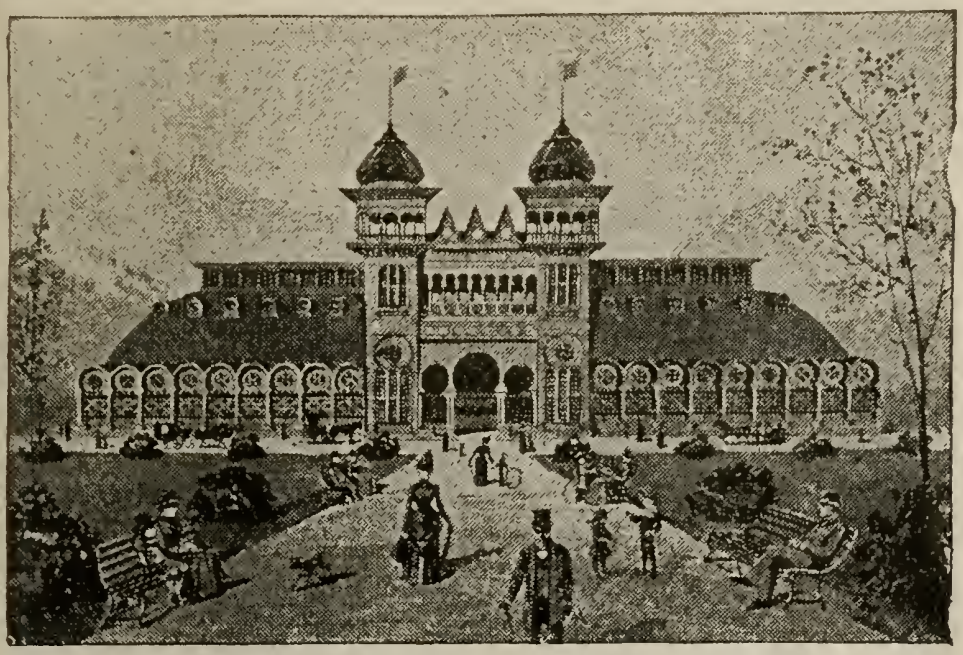
Lying forty miles northeast of Townsend, Mont., are the noted White Sulphur Springs. The waters of these springs have proved very efficacious for invalids, as many can testify, while the natural beauty of the surrounding country is sufficient in itself to attract large numbers to this spot each year. The hotel accommodations are excellent. A daily line of stages runs between Townsend and the springs.

HOTEL BROADWATER AND NATATORIUM—HELENA.

The tourist who finds his way to Montana will hardly fail to visit Helena, the capital city of this golden state. Helena is interesting in view of the fact that it is reputed to be the wealthiest city in the world according to population. It is

the centre of a number of rich mining districts, and in its immediate neighborhood are located a number of mines that have netted their owners several millions of dollars.

The people of Helena enjoy all the luxuries of an eastern city. They have provided themselves with public works of every character, including an excellent street railway system, and are very fortunate in the matter of hotels. One or two first-class hotels are situated in the centre of the city, notably "The Helena," but visitors will undoubtedly wish to stay at "The Broadwater." This hotel is located abont three miles from the city, near the line of the Northern



EXTERIOR VIEW OF NATATORIUM, HELENA.

Pacific Railroad, but transit is easily made by the steam street motor, passing among the handsome houses of many millionaire residents. The traveler alights in a handsome park, where his eye rests on the imposing front of the Broadwater and the graceful outlines of the large natatorium run in connection therewith. The views obtained from this spot are grand beyond description. In different directions, from three to fifteen miles distant, are seen the Canon of the Missouri, Mount Helena, the main chain of the Rockies, and the famous Mul'an Pass on the Northern Pacific Railroad.

The hotel itself is large, commodiously arranged, and elegantly furnished—in fact, complete in all its appoint-

ments, its "needle," "shower" and private baths being an especial feature. The table service is unusually complete and attractive.

The natatorium, built in order that the Hot Springs located here might be used for the relief of those who suffer from the various forms of rheumatism, for which its chemical properties seem to be especially beneficial, is the largest of the kind in existence. Inside, an immense tank is found, three hundred feet long by one hundred and eighty feet wide, through which a stream of steaming, clear water is continually flowing. At one end a grotto is formed by a large pile of rock artistically arranged, over which flows a small torrent of water. The roof of the building is arched while the sides are straight, set with stained glass of various colors.

INTERIOR VIEW OF NATATORIUM, HELENA.

Tourists can very profitably remain at this spot for some time, not only to enjoy the baths, but to make the Broadwater their headquarters while visiting the many interesting places that are situated in the neighborhood of Helena.

LAKE PEND D'OREILLE.

Holders of first-class unlimited, thirty-day limited, or excursion tickets can stop over fifteen days or less at Hope on Lake Pend d'Oreille, Idaho, sixty-nine miles east of Spo-

kane. Length of lake, fifty-five miles; three to twelve miles wide; shore line about two hundred and fifty miles; elevation above sea level, 2,069 feet. Country surrounding, mountainous and heavily timbered. Railroad follows the north shore for twenty-five miles. Game: Mule deer, white-tailed deer, elk, caribou and moose, black and cinnamon bear, and mountain sheep. Of winged game: Geese, ducks and partridge. Fish: Salmon trout, lake trout, whitefish and squawfish. There is also excellent trout fishing in the numerous streams that flow into the lake.

The hotel is located so as to afford the best possible view of the lake. Sail and row boats will be provided at reasonable rates. There are several small steamers running on the lake which will land passengers at any point desired, or they can be hired by the day at reasonable rates.

Tourists will be able to secure, at any season of the year, hotel accommodations at Hope, which point is now Division Headquarters of the Northern Pacific Railroad, by communicating with A. D. Charlton, Assistant General Passenger Agent, N. P. R. R., 121 First Street, Portland, Ore., G. G. Chandler, General Agent, N. P. R. R., 621 Pacific Ave., Tacoma, Wash; or CHAS. S. FEE, General Passenger and Ticket Agent, St. Paul, Minn.

MEDICAL LAKE, WASH.

This truly remarkable body of water is situated eight miles northwest of Cheney, Wash., on the Central Washington branch of the Northern Pacific Railroad in Spokane county, on an elevated plateau, and surrounded by an ever-green border of pine, fir and tamarack timber. Its length is about one and a half miles by half a mile in width.

From a time far beyond the knowledge of the oldest inhabitants its great medicinal properties have been known to the Indians of the North Pacific Coast. It has always been held in great veneration by them as "Skookum Chuck pe sauklee tyee illihe," or Strong Water from the Sacred Ground. Careful analytical tests show twelve medicinal properties in its waters, and many thousands bear willing testimony to physical benefits received from their use.

Salt is obtained by evaporation and shipped to all sections of the country, and a very healthful quality of soap is also made in large quantities. There are four good hotels, commodious bath houses, splendid drives, delightful camping places and an abundance of fish in the other lakes in the immediate vicinity. The Eastern Washington Hospital for Insane, a very fine building four hundred and sixteen feet in length, is situated at this point.

Round trip tickets are on sale during the entire year from St. Paul, Minneapolis, Duluth or Ashland to Medical Lake at rate of $70. These tickets are good, going and returning, thirty days; final limit, ninety days. Stop-overs are granted within limits.

LAKE CHELAN, WASH.

It is only within the last few years that people have learned of the great beauty of Lake Chelan, though there are but few sheets of water that may be compared with it for grandeur of scenery.

The lake lies but a few miles to the west of the Columbia river, at an elevation 300 feet higher than that stream with which it is connected by the Chelan river. It extends back in a northwestwardly direction almost into the heart of the Cascade Mountains, a distance of 68 miles, its width varying from two to three or four miles.

At the eastern end of the lake the shores are softly rounded, but the character of the country gradually becomes more rugged until, a few miles beyond, the tourist is in the midst of mountain scenery of the utmost grandeur. The towering peaks of the Cascade range, 10,000 to 12,000 feet high, arise on every side. Dashing mountain streams, often fed by glaciers, find their way down the precipitous slopes, forming innumerable cascades, while the green woods and underbrush add a dash of color to the scene.

Sportsmen never fail to secure all the trout they can wish for in this lake; the mountains on every hand contain all kinds of large game, such as deer, bear and mountain goats, in great numbers, and feathered game is found on the numerous small lakes in the surrounding country. No

other section of the Northwest affords more favorable opportunities for a season's outing than the Chelan country. Three small steamers are on the lake at the present time which make daily trips and land passengers at any point desired.

Good hotels are located at Chelan Falls and at Lake Park, which supply accommodations at reasonable rates. Row boats, camp outfits and guides can be had at Lake Park when required. At the present time the best way to reach Lake Chelan is via Coulee City, on the Central Washington branch of the Northern Pacific Railroad. Stages leave this point daily, except Sundays, for Chelan Falls and Lake Chelan, (Lake Park,) arriving at destination the same day. The distance is 48 miles; single fare, $5; round trip, $9.

NELSON, BRITISH COLUMBIA,

And the Kootenai country, in the heart of which this city is situated, is reached from Spokane by rail and steamer lines, over the plains and through the forest and mountain regions that make a trip in the Northwest so full of interest. The Kootenai district in British Columbia is rich in minerals and other resources, that are now attracting a great deal of attention, but the mountain spurs and widespreading lakes of clear, crystal water, among which Kootenai lake is best known, with their inhabitants of the fur-bearing and finny tribes, offer greater inducements to the sportsman. The Kootenai region gives birth to the famous Columbia river, upon whose waters the traveler is borne for a distance in journeying to Nelson and the neighboring country.

Excursion tickets are on sale during the summer season at St. Paul, Minneapolis, Duluth and Ashland to Nelson and Kaslo and return at $70 for the round trip. Limit, ninety days; transit limits, forty days in each direction.

DOG TARIFF.

Dogs must be carried only in the baggage car and in charge of train baggageman, who will collect, as his compensation for care of same, at the following rates: Twenty-five (25) cents for the care of a dog for the distance of 150 miles or less; and for a distance of over 150 miles, at the rate of one-sixth (1-6) of a cent per mile.

Baggagemen are not changed at the end of each division, but run through between St. Paul and Mandan, Mandan and Helena, Helena and Pasco Junction, and Pasco Junction and Portland.

Baggagemen will collect rate for dogs only to terminus of their respective runs, except to branch line points, when collection will be made to junction point only, and branch line baggageman will make proper charge for his run.

Game in small quantities, accompanied by hunters not hunting for the market, may be carried in baggage car, at owner's risk, free of charge.

Guns and fishing rods, properly cased, may be carried by their owners either in regular coaches or placed in the hands of baggagemen for safe-keeping; in the latter case no charge must be made by baggagemen.

ALTITUDE OF CITIES AND TOWNS.

St. Paul, Minn.....	710 ft.	Bozeman, Mont.....	4,752 ft.
Duluth, "	608 "	Helena, "	4,250 "
Brainerd, "	1,208 "	Butte, "	5,701 "
Fargo, N. D.....	903 "	Mullan Tunnel, Mont...	5,548 "
Jamestown, "	1,395 "	Missoula, " ...	3,195 "
Bismarck, "	1,668 "	Hope, Idaho.....	2,108 "
Glendive, Mont.....	2,067 "	Spokane, Wash.....	1,910 "
Miles City, "	2,353 "	Walla Walla, "	925 "
Billings, "	3,115 "	The Dalles, "	106 "
Livingston, "	4,488 "	Tacoma, "	31 "
Bozeman Tunnel, Mont.	5,565 "	Portland, Ore.....	30 "

SPECIAL CAR FOR PRIVATE EXCURSIONS.

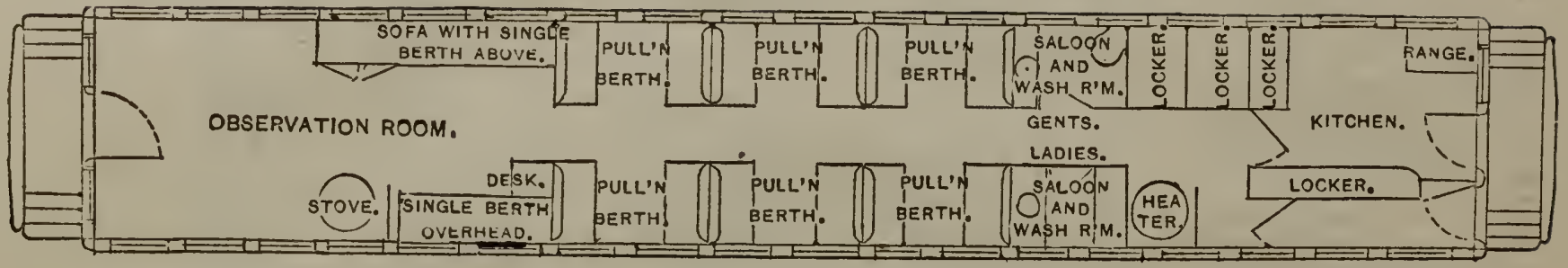
The attention of excursionists, hunting and fishing parties, and all others desiring the use of a private car, is called to the fact that the Northern Pacific Railroad have a special excursion car, designed especially for parties of the above nature, which they are prepared to rent at very reasonable figures.

This car is built after the plan of the ordinary Pullman Sleepers, being equipped with the Miller Platform and Coupler and Westinghouse Automatic Air Brake, and contains drawing room, berths, saloons (ladies' and gentlemen's), desks, kitchen, and in fact all the conveniences of a hotel car, as per diagram on next page.

If desired, this car will be provisioned, and cook, porter and waiter furnished at actual cost.

For transportation of special car, and a party of fifteen persons or less, fifteen full first class tickets (regular or excursion) will be required; for more than fifteen, one ticket each.

For rates and detailed information, call on or address CHAS. S. FEE, General Passenger and Ticket Agent, St. Paul, Minn., or any General or District Passenger Agent.



LENGTH 58 FT. OUTSIDE OF SILLS. WIDTH 10 FT. OUTSIDE OF SILLS.

HEIGHT FROM TRACK TO TOP OF ROOF 15 FT. 2 IN. CAPACITY 14 BERTHS.

PULLMAN NO. 5. 6 WHEEL TRUCK, 33 IN. PAPER WHEELS.

PULLMAN SLEEPING CAR RATES.

Between St. Paul or Minneapolis and	Double Berth.	Section.	Draw'g Room Annex.	Draw'g Room.
Staples	$1.50	$3.00	.....	.....
Fergus Falls	1.50	3.00	.....	.....
Wahpeton	1.50	3.00	.....	.....
Grand Forks	2.50	5.00	.....	$9.00
Grafton	3.00	6.00	.....	10.00
Winnipeg	3.00	6.00	.....	10.00
Fargo	2.00	4.00	.....	7.00
Jamestown	2.50	5.00	.....	.....
Bismarck	3.00	6.00	.....	10.00
Miles City	5.00	10.00	.....	18.00
Billings	6.50	13.00	.....	.....
Livingston	7.00	14.00	$17.00	26.00
Bozeman	7.00	14.00	.....	.....
Helena	8.00	16.00	19.50	30.00
Butte	8.00	16.00	.....	30.00
Missoula	9.00	18.00	.....	.....
Spokane	10.50	21.00	25.50	40.00
Pasco Junction	12.00	24.00	29.00	46.00
Ellensburg	13.00	26.00	.....	.....
Portland	13.50	27.00	32.50	52.00
Tacoma	13.50	27.00	32.50	52.00

Berths for single nights can be secured at local rates when they are not sold on through Pullman tickets, but as the number of sleepers run is determined by the number of berths sold from terminal points, passengers take their own chances of finding sleeping car accommodations for single nights between local stations.

Between Portland and	Double Berth.	Section.	Drawing Room.
Albany	$1.50	$3.00	.....
Eugene	2.00	4.00	$7.00
Ashland	2.50	5.00	.....
Sacramento	4.50	9.00	16.00
San Francisco	5.00	10.00	18.00

Comment on the Pullman Car service is unnecessary—the cars are the finest money will buy; the service first class in every particular.

RAILROADS AND GAME.

FROM THE "FOREST AND STREAM."

"The hunting grounds which have been the least frequented are along the line of the Northern Pacific Railroad, and to this region the sportsman must turn if he hopes to succeed in securing a fair share of the great game, which in the old days was so plenty, and is now so scarce, in the Rocky Mountain region. * * A blindly foolish and short-sighted policy has been pursued by many of the railroads leading into the game countries of the West. They have sought eagerly for the transportation of meat and hides from the regions where they were killed by hunters, forgetting that by thus encouraging the slaughter of this game, they were cutting off one of the greatest attractions to passenger traffic over their lines. Thus for the present few dollars received for freight they have thrown away the certainty of receiving vastly greater sums for the transportation of passengers.

"In sharp and striking contrast to this mistaken policy is the far broader one adopted by the Northern Pacific Railroad. For a long time parties in the neighborhood of the Lake Pend d'Oreille have been making application to the Freight Department of this corporation for special rates on wild meat, by the carload, from the lake to the east. These applications have been turned over to Mr. Charles S. Fee, the General Passenger Agent of the road, and directions have been given that all such applications for special rates shall be denied. In giving his reasons for this course, he recites that to a very considerable portion of the traveling public, the game and fish of the region traversed by the Northern Pacific Railroad constitute its chief attraction. This large and ever increasing class of travelers are well-to-do people who have money to spend, and are thus desirable patrons of the road. Any course which will decrease the supply of the game which they seek will tend to reduce the travel over the road by this class, who will go where they believe game to be most abundant. For this reason, if for no other, the Northern Pacific Railroad desires to preserve, by every means in its power, the game which is so great an attraction to a large class of travelers. It will not give special rates on wild meat by the carload nor by the hundred pounds. It will discour-

age, so far as it can, the shipment of such wild meat at all. It will, so far as lies within its power, preserve the game. * * It is encouraging, then, to see a great corporation like the Northern Pacific Railroad taking a firm and decided stand for game protection in a region where game protectors are most needed."

VESTIBULED TRAINS.

The Northern Pacific is now running two through vestibule trains to the Pacific Coast with elegant new Pullman sleepers. These sleepers are built on the most modern and approved plan, having two drawing rooms, double toilet rooms, and all other of the latest conveniences. They are handsomely built, and are finished in the most luxurious and beautiful manner imaginable. With the equipment above referred to, the train service of the Northern Pacific is far superior to anything else offered west of the Mississippi River.

DINING CARS.

The pioneer transcontinental dining car line is the Northern Pacific Railroad, which offers double daily passenger train service between St. Paul and Tacoma and Portland, with dining cars on all through trains. Their popularity with the traveling public is fully appreciated by the management, and no pains or expense will be spared to increase the efficiency of this and every other branch of the passenger service.

Meals in dining cars, 75 cents each.

SUMMARY OF GAME LAWS.

SHOWING TIME DURING WHICH IT IS LAWFUL TO HUNT OR FISH IN THE NORTHERN PACIFIC COUNTRY.

WISCONSIN.

It is lawful to kill the following game at the times hereinafter specified:

Wall-eyed pike and black, green, mud and Oswego bass, June 1st to January 1st.

Brook, rainbow and mountain trout, May 1st to Sept. 1st.

Unlawful to use dip net in any trout stream.

Fish can be taken only with hook and line.

Unlawful to fish through the ice with more than one line, or to use a set line having more than one hook, or to throw any fish offal into the waters.

Unlawful to place or use for catching fish any net, snare or trap in any inland lake, river or stream, except that whitefish may be taken with a dip net between November 1st and December 8th; provided, however, that this shall not apply to the Fox river from the mouth of the Wolf river to the dams at Neenah and Menasha, and Lakes Winnebago, Buttes des Morts, Winneconne and Poygam, and the Fox river from the dam at De Pere to the mouth of the Bass channel, Brown county.

Unlawful to export fish to any point during the time the law prohibits the catching of the same, except trout raised artificially.

Partridge, pheasant, truffled grouse, prairie hen, woodcock, prairie chicken, grouse of any variety, snipe or plover, September 1st to December 1st.

Wild duck of any variety, wild geese or brant of any variety, or any aquatic fowl of any variety, September 1st to May 1st.

Unlawful to kill quail or bob-white for two years from April 11th, 1893.

Unlawful to use any snares, nets, traps or spring guns, or any other contrivance; unlawful to use any scull boat or blind, or to enter any standing grain for purpose of hunting game without owner's consent.

Unlawful to hunt hare or rabbits except with firearms held at arm's length and discharged from shoulder.

Deer (buck, doe or fawn), November 1st to December 1st. Unlawful to hunt with dogs.

Otter, mink, marten and fisher, October 1st to May 1st.

Unlawful to take or kill beaver for five years from April 11th, 1893.

Unlawful to kill or have in possession any harmless bird. except blackbirds and sparrow.

Unlawful to transport, except alive, any deer or part of same to points outside of state.

Unlawful to ship any of above game except for first eight days of period allowed for killing.

MINNESOTA.

It is lawful to kill the following game at the times hereinafter specified:

Woodcock, between July 4th and October 31st.

Prairie chicken, white-breasted and sharp-tailed grouse, between September 1st and November 1st.

Quail, partridge, ruffled grouse and pheasant, between September 1st and December 1st.

Wild duck and any variety of wild geese or brant or any variety of snipe, or aquatic fowl whatever, between April 25th and September 1st. Decoys may be used in hunting wild ducks, geese or brant.

Unlawful to kill except with gun held from shoulder, and to kill more than twenty-five in one day.

Unlawful to enter upon any land without consent of owner for purpose of killing or taking any of above game.

Unlawful to take or kill any harmless bird, except blackbirds and sparrows.

Deer, November 1st to November 20th.

It is unlawful to kill or have in possession moose, caribou, fawn, elk or antelope, before January 1st, 1898.

Unlawful to ship any of above birds or animals out of state unless accompanied by person killing them, or to hunt above game with dogs, or trap, snare or attract with artificial light.

FISH MAY BE TAKEN.

Trout, April 1st to October 1st.

Any other food fish (except that whitefish, lake trout, lake herring, sturgeon, pickerel and pike—except glass-eyed or wall-eyed pike) may be caught and taken in all international waters at any time April 15th to December 1st.

Unlawful to fish other than with hook and line held in the hand or attached to a rod or pole (except that suckers and buffalo fish may be taken with a spear during April and May).

Unlawful to kill or destroy any whitefish, wall-eyed pike,

trout or bass (except rock bass) less than six inches long, except for purpose of returning them immediately to the water from which they were taken with as little injury to the fish as possible.

Unlawful for any one person to catch more than fifty fish in any one day, except whitefish, lake trout, lake herring, sturgeon, pickerel and pike (except wall-eyed and glass-eyed pike).

Unlawful to ship out of the state any fish except the last named unless accompanied by the person catching them.

NORTH DAKOTA.

It is lawful to kill the following game at the time hereinafter specified:

Prairie chickens, pennated, sharp-tailed and ruffled grouse, August 20th to December 1st.

Fish can be taken only with hook and line.

Pike, pickerel, perch, bass and muscallonge, May 1st to February 1st.

Buffalo, elk, deer and mountain sheep, September 1st to January 1st. Unlawful to hunt with dogs.

Unlawful to kill quail at any time.

Unlawful to kill song birds or any member of the beaver family, or to catch or take any of above named birds with trap, snare or net.

Unlawful for any one person to kill more than twenty-five birds of any one kind during any one day.

Unlawful to kill birds for traffic, or to ship or carry them out of the state.

MONTANA.

It is lawful to kill the following game at the times hereinafter specified:

White-tailed deer, black-tailed deer, mule deer, mountain sheep, Rocky Mountain goat and antelope, August 15th to December 15th. Unlawful to hunt or chase with dogs.

Grouse, prairie chicken, pheasant, fool hens, sage hens, partridges and snipe, August 15th to November 15th.

Geese, ducks, brant and swan, September 1st to January 1st.

Fish can only be taken with hook and line at any time except months of May and June. Owners of private ponds can take fish at any time.

Marten or fisher, October 1st to April 1st.

Unlawful to kill buffalo, bison, quail or Chinese pheasant for ten years from March 1st, 1893.

Unlawful to kill moose, elk, otter or beaver for six years from March 1st, 1893.

Bears, mountain lions and panthers can be hunted at any time.

Unlawful to kill in any manner any robin, meadow lark, thrush, flecker or yellow hammer, oriole, mockingbird, goldfinch, snowbird, cedar bird, or any other of the small birds known as singing birds.

IDAHO.

It is lawful to kill the following game at the times hereinafter specified:

Ducks and geese, August 15th to April 15th.

Partridge, grouse, pheasant and sage hen, August 15th to January 1st.

Quail or prairie chicken, October 15th to December 15th. Unlawful to trap or snare them at any time.

Unlawful to hunt Mongolian pheasant.

Deer and antelope, September 1st to December 1st.

Fish can be taken only with hook and line (excepting salmon or sturgeon, which can also be taken with seine or spear). Unlawful to ship fish (except salmon, salmon trout and sturgeon).

Bears, coyotes, panthers, lions and cougars can be hunted at any time.

Unlawful to kill, snare or entrap moose, caribou, mountain sheep, mountain goat or elk before September 1st, 1897.

WASHINGTON.

It is lawful to kill the following game at the times hereinafter specified:

Elk, moose, deer, fawn, mountain sheep, mountain goat, August 15th to January 1st.

Wild swan, mallard duck, wood duck, widgeon, teal, butterball, spoonbill, bluebill, redhead, grayback, black duck, sprigtail and canvass-back duck, August 15th to April 1st.

California quail and bob white, October 1st to January 15th.

Unlawful to kill or take game at any time unless used or preserved for food by person slaying it, except during December; also, unlawful to hunt elk, moose, deer or fawn with dogs, except during October, November and December. Fire hunting prohibited except within hunter's own inclosure.

Unlawful to trap or kill any feathered game for market in any month except December.

Ducks cannot be hunted between 8 P. M. and 5 A. M.

Unlawful to fish or take any salmon, sturgeon or other food fish in the waters of the state over which it has jurisdiction with another state.

Unlawful to trap, net or ensnare quail, prairie chicken, grouse or pheasant, except for purpose of propagation.

Mountain grouse, blue or dusky grouse, ruffled grouse or pheasant, pintail grouse, prairie chicken and sage hen, August 1st to January 1st.

Unlawful to kill or trap quail, gold, silver, China or Mongolian pheasant at any time.

OREGON.

It is lawful to hunt the following game at the times hereinafter specified:

Male deer, July 1st to November 1st.

Female deer, August 1st to January 1st.

Unlawful to kill spotted fawn.

Unlawful to kill male or female deer unless carcass is used, preserved or sold for food.

Ducks and swans, September 1st to March 15th.

Prairie chicken, June 15th to April 1st.

Grouse, pheasant, quail and partridge, September 1st to November 15th. Unlawful to use traps.

Unlawful to injure, take or kill any ringneck, Mongolian

pheasant, green Japanese pheasant, copper pheasant, or scholmeringer, tragopan pheasant, silver pheasant or golden pheasant.

Mountain and brook trout, April 1st to January 1st, with hook and line only.

Red fish, January 1st to August 10th.

Salmon from the Columbia river or its tributaries cannot be taken during March, August and September, or at any time of the year, with a net, seine or trap from sunset on Saturday to sunset on Sunday.

Unlawful to catch or destroy fish, or attempt so to do by drugs, powder, giant powder, or other explosive material.

Elk, moose and mountain sheep, August 1st to January 1st, and cannot be killed at any time for their skin, hide, horns or hams. It is a misdemeanor to offer to sell or barter the same.

Unlawful to catch salmon with net, seine or trap in any stream of water, bay or inlet of the sea, or river of this state, at any season of the year, between sunset on Saturday and sunset on Sunday following of each and every week.

Unlawful to take or fish for salmon in the Columbia river or its tributaries by any means whatever in any year hereafter, between March 1st and April 10th, or between August 10th and September 10th, or in any of the bays or rivers of the state or the Columbia river during the weekly close time; that is to say, between the hour of six o'clock p. m. on each and every Saturday and six o'clock in the afternoon of the following Sunday; *Provided*, that in the Clackamas river it shall not be lawful to take or fish for salmon, by any means whatever, between August 10th and October 1st. Unlawful to fish for salmon in any of the streams or bays of the state except the Columbia river and its tributaries from November 15th to April 1st.

CONDENSED TIME TABLE.

St. Paul to Seattle, Tacoma and Portland.

NOS. 3 AND 4 RUN VIA BUTTE.

NOS. 1 AND 2 RUN VIA HELENA.

WEST BOUND. READ DOWN.		STATIONS.	EAST BOUND. READ UP.	
No. 3.	No. 1		No. 2.	No. 4.
7.30 PM	9.00 AM	Lv.....St. Paul.....Ar	6.00 PM	12.15 PM
8.05 PM	9.35 AM	.....Minneapolis...Ar	5.30 PM	11.40 AM
4.35 PM	....	Lv.....Ashland.....Ar	.....	1.40 PM
6.45 PM	7.00 AM	Lv .... Duluth .....Ar	.....	12.40 PM
4.45 AM	5.15 PM	.....Moorhead.....	8.25 AM	2.25 AM
5.00 "	5.25 "	.....Fargo.....	8.20 "	2.20 "
5.43 "	6.01 "	.....Casselton.....	7.27 "	1.30 AM
8.40 AM	8.35 "	.....Jamestown.....	4.45 "	10.35 PM
12.22 PM	11.50 "	.....Bismarck	1.10 "	6.35 "
11.50 AM	11.10 PM	.....Mandan.....	12.55 AM	6.20 "
4.15 PM	2.48 AM	.....Dickinson.....	7.53 PM	12.45 PM
8.35 "	6.25 "	.....Glendive.....	4.00 "	8.30 AM
11.20 PM	8.45 AM	.....Miles City.....	12.55 PM	5.22 AM
4.55 AM	1.45 PM	.....Billings.....	7.45 AM	11.35 PM
9.10 AM	5.25 PM	.....Livingston....Lv	3.40 AM	6.40 PM
11.20 AM	....	Ar. Cinnabar (Yel. Park) Lv	....	4.20 PM
10.25 AM	6.40 PM	Lv.....Bozeman.....	2.27 AM	5.10 PM
2.00 PM	11.05 "	(via Logan) Butte.....Ar	12.40 PM	4.50 PM
2.05 "	10.00 "	Ar } ....Helena... { Lv	10.55 "	12.40 "
2.15 "	10.15 PM	Lv } ....Helena... { Ar	10 45 "	12.20 PM
4.20 "	12.05 AM	..... Garrison.....	8.55 "	9.50 AM
7.05 PM	2.30 "	..... Missoula	6.30 "	6.35 AM
1.15 AM	7.35 "	.....Hope.....Lv	12.05 PM	10.35 PM
4.50 "	10.25 "	Ar.....Spokane.....Ar	8.05 AM	5.40 "
5.40 "	11.10 AM	.....Cheney.....	7.30 "	4.50 "
6.40 "	12.06 PM	.....Sprague.....	6.35 "	3.50 PM
10.00 AM	3.05 "	Ar..... Pasco Jct.....Ar	2.55 "	11.00 AM
1.15 PM	5.35 "	.....North Yakima.....	12.20 AM	7.32 "
2.45 "	6.50 PM	.....Ellensburg.....	11.10 PM	6.10 AM
9.40 "	12.25 AM	.....Seattle..... Lv	4.40 "	10.30 PM
9.00 PM	11.30 PM	Ar.. Tacoma (Pac. Ave.)..Ar	5.40 "	11.20 "
.....	.....	.....Olympia.....	.....	.....
1.50 AM	1.50 AM	.....Tenino.....	3.44 PM	9.25 "
2.15 "	2.15 "	.....Centralia.....	3.20 "	8.58 "
2.27 "	2.27 "	.....Chehalis	3.10 PM	8.50 "
7.00 AM	7.00 AM	Ar.....Portland Lv	11.30 AM	5.00 PM

Central Time to Mandan. Mountain time to Hope. Pacific Time to Portland.

All time subject to change without notice.

CALENDAR TIME CARD OF THROUGH TRAINS.

WEST BOUND.

Train No. 1, The Pacific Mail.—Daily.

LEAVE	LEAVE	ARRIVE	ARRIVE	ARRIVE	
CHICAGO via Wis. Central 5.00 P.M.	ST. PAUL 9.00 A.M.	Livingston 5.20 P.M.	SPOKANE 10.25 A.M.	SEATTLE 12.25 A.M.	
via C. M. & St. P. 6.00 P.M.	MNPLS 9.35 A.M.	HELENA 10.00 P.M.	TACOMA 11.30 P.M.	PORTLAND 7.00 A.M.	
	DULUTH 7 45 A.M.	BUTTE 11.05 P.M.			
Sunday	Monday	Tuesday	Wednes'y	Thursday	
Monday	Tuesday	Wednes'y	Thursday	Friday	
Tuesday	Wednes'y	Thursday	Friday	Saturday	
Wednes'y	Thursday	Friday	Saturday	Sunday	
Thursday	Friday	Saturday	Sunday	Monday	
Friday	Saturday	Sunday	Monday	Tuesday	
Saturday	Sunday	Monday	Tuesday	Wednes'y	

Train No. 3, The Pacific Express.—Daily.

LEAVE	LEAVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE
CHICAGO via Wis. Central 11.45 P.M.	ST PAUL 7.30 P.M	Livingston 9.00 A.M.	HELENA 2.05 P.M.	SPOKANE 4.50 A.M.	
	MNPLS 8.05 P.M.	Yello'stone Park 1.10 P.M.	BUTTE 2.15 P.M.	TACOMA 9.00 P.M.	PORTLAND 7.00 A.M.
	DULUTH 6.45 P.M.			SEATTLE 9.40 P.M.	
Sunday	Monday	Wednes'y	Wednes'y	Thursday	Friday
Monday	Tuesday	Thursday	Thursday	Friday	Saturday
Tuesday	Wednes'y	Friday	Friday	Saturday	Sunday
Wednes'y	Thursday	Saturday	Saturday	Sunday	Monday
Thursday	Friday	Sunday	Sunday	Monday	Tuesday
Friday	Saturday	Monday	Monday	Tuesday	Wednes'y
Saturday	Sunday	Tuesday	Tuesday	Wednes'y	Thursday

EAST BOUND.

Train No. 2, The Atlantic Mail.—Daily.

LEAVE	LEAVE	LEAVE	ARRIVE	ARRIVE	
PORTLAND 11.30 A.M.	SPOKANE 8.10 A.M.		MNPLS 5.30 P.M.	CHICAGO via Wis. Central 10.05 A.M.	
TACOMA 5.40 P.M.	BUTTE 4.10 P M.	Livingston 3.40 A.M.			
SEATTLE 4.40 P.M.	HELENA 10.55 P.M.		ST. PAUL 6.00 P.M.	via C. M. & St. P. 9.30 A.M.	
Sunday	Monday	Tuesday	Wednes'y	Thursday	
Monday	Tuesday	Wednes'y	Thursday	Friday	
Tuesday	Wednes'y	Thursday	Friday	Saturday	
Wednes'y	Thursday	Friday	Saturday	Sunday	
Thursday	Friday	Saturday	Sunday	Monday	
Friday	Saturday	Sunday	Monday	Tuesday	
Saturday	Sunday	Monday	Tuesday	Wednes'y	

Train No. 4, The Atlantic Express.—Daily.

LEAVE	LEAVE	LEAVE	LEAVE	ARRIVE	ARRIVE
PORTLAND 5.00 P.M.		HELENA 12.40 P.M	Yello'stone Park 1.20 P.M.	DULUTH 12.40 P.M	CHICAGO via Wis. Central 7.15 A.M.
TACOMA 11.20 P.M	SPOKANE 5.45 P.M.			MNPLS 11.40 A.M	
SEATTLE 10.30 P.M.		BUTTE 12.30 P.M.	Livingston 6.40 P.M.	ST. PAUL 12.15 P.M.	
Sunday	Monday	Tuesday	Tuesday	Thursday	Friday
Monday	Tuesday	Wednes'y	Wednes'y	Friday	Saturday
Tuesday	Wednes'y	Thursday	Thursday	Saturday	Sunday
Wednes'y	Thursday	Friday	Friday	Sunday	Monday
Thursday	Friday	Saturday	Saturday	Monday	Tuesday
Friday	Saturday	Sunday	Sunday	Tuesday	Wednes'y
Saturday	Sunday	Monday	Monday	Wednes'y	Thursday

GENERAL AND SPECIAL AGENTS.

A. L. CRAIG, *Assistant General Ticket Agent*, ST. PAUL, MINN.
B. N. AUSTIN, *Assistant General Passenger Agent*, ST. PAUL, MINN.
A. D. CHARLTON, *Assistant General Passenger Agent*,
121 First St., PORTLAND, ORE.
GEO. R. FITCH, *General Eastern Agent*, 319 Broadway, NEW YORK.
C. B. KINNAN, *Eastern Passenger Agt.*, 319 Broadway, NEW YORK.
E. R. WADSWORTH, *General Agent*,
210 So. Clark St., CHICAGO, ILL.
G. W. R. GOODNO, *City Passenger Agent*,
210 So. Clark St., CHICAGO, ILL.
I. A. NADEAU, *General Agent*, SEATTLE, WASH.
T. K. STATELER, *General Agent Passenger Department*,
638 Market St., SAN FRANCISCO, CAL.
H. SWINFORD, *General Agent*,
Depot Bldg., Water St., WINNIPEG, MAN.
A. D. EDGAR, *General Agent*,
Cor. Main and Grand Sts., HELENA, MONT.
W. M. TUOHY, *General Agent*, 23 East Broadway, BUTTE, MONT.

DISTRICT PASSENGER AGENTS.

C. E. BRAY, 15 State St., BOSTON, MASS.
J. H. ROGERS, JR., 47 South Third St., PHILADELPHIA, PA.
L. L. BILLINGSLEA, 47 South Third St., PHILADELPHIA, PA.
GEO. D. TELLER, 44 Exchange St., BUFFALO, N. Y.
W. G. MASON, 44 Exchange St., BUFFALO, N. Y.
THOMAS HENRY, 128 St. James St , MONTREAL, QUE.
THOS. RIDGEDALE, 83 York St., TORONTO, ONT.
A. A. JACK, 153 Jefferson Ave., DETROIT, MICH.
D. W. JANOWITZ, 42 Jackson Place, INDIANAPOLIS, IND.
C. G. LEMMON, 210 Grand Central Station, CHICAGO, ILL.
J. N. ROBINSON, 100 Wisconsin St., MILWAUKEE, WIS.
T. L. SHORTELL, 104 North Fourth St., ST. LOUIS, MO.
J. J. FERRY, 132 Vine St., CINCINNATI, O.
T. D. CAMPBELL, 144 Superior St., CLEVELAND, O.
O. VANDERBILT, 403 West Locust St., DES MOINES, IOWA.
W. H. WHITAKER, ST. PAUL, MINN.
T. S. PATTY, Read Hotel, CHATTANOOGA, TENN.
F. O'NEILL, 121 First St., PORTLAND, ORE.
W. N. MEARS, TACOMA, WASH.

J. M. HANNAFORD, *General Traffic Manager,*

CHAS. S. FEE, *Gen'l Pass'r and Ticket Agt.*

ST. PAUL, MINN.

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THE DINING CAR LINE.

UTS